lines are utilising about 42 per cent of their total entitlements **and 44** foreign carriers are together utilising about 66 per cent of total international entitlements to India. **The** bilateral entitlements are negotiated on the basis of potential **traffic** between the contracting states but the deployment of services depends upon the current actual traffic and other operational constraints. Under utilisation i'.>; entitlements dctes not, per se, ises.

The Indian Carriers are t)i$_0$

(d)
taking

entitlemer

rapa

(ii)

venti
and

(a)
to intro
Rajastnan,

(b)
would exa
Air link
help both
pilgrimag

following measures to increase the utilisation of bilateral ■ its: -

(„' By wet leasing of aircraft **:ity.**

Better scheduling of flights.

(iii) Through operation of Joint ire flights between themselves ■' ■ with other carriars.

Air Service to **Ajmer**

312 SHRI K. RAHMAN KHAN: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

i whether there is any proposal duce Air service to Ajmer in as it is an important Filer'-- Centre in the country; and

if not, whether Government ■ mine the proposal, as the to this important Centre will national and international . to visit Ajmer?

THE MINISTER OF CIVIL AVIATION AND TOURISM **(SHRI** GHULAM NABI AZAD): (a) and (fo) No. Sir, Indian Airlines regular scheduled air services to/from Jaipur which is in close proirimity of Ajmer. The runway available at Aimer is not fit for operation I available with the Indian Private Operators are however, free to operate to **any** staticn open for schedule operations.

Air India's share

313. SHRI VIREN J. SHAH: Will the Minister of CIVIL AVIATION AND TOURISM **lee** , pleased to state:

(a) whether the Air India's share in the Indian outbound market has been continuously shrinking year after year;

(b) i' so, what was Air India's share in the Indian outbound market -.: the years 1985, 1991 and 1993 and what are th$_e$ reasons fo$_r$ this Shrinkage;

(c) whether Air India utilizes its modern fleet for just five hours a day as against 10 hours needed to! break even, if so, what are the reasons therefor;

(d) how much profits were earned by Air India during each of the **last** years; and

(£■) what, steps Government have taken or propose to take to improve the working of Air India, particularly when there is a stiff competition from the foreign airlines?

THE MINISTER OF CIVIL AVIATION AND TOURISM **(SHRI** GHULAM NABI AZAD): (a) and (b) The share of Air India in Indian air market (passenger carriage) was 26.1 per cent in 1985, 22.5 per cent in 1991 and 20.4 per cent in i 1993. This declining trend can be attributed to the capacity constraints of Ai^ India and the increased capacity deployeyd by foreign carriers in | the Indian market.

(c) No. Sir. Boeing 747-400 aircraft j of Air India are being utilised for an average V'.4 hours Per day.

(d) Ne* profit earned by Air India ! during the last three years is as under:

Year	Net Profit (Rs. in crores)
1991-92	145.89
1992-93	333.14
1993-94	201.90

cent efforts of Air India to nee its market share include:

(1) Fleet modernisation by induction of four Boeing 747-400 air-

(2) Adding new destinations like Bar-Es-Salam, Durban. Johannes-'urg, Jakarta etc.

(3) Product upgradation through .. c imprehensive product excellence n plan.

(4) Introduction of joint programmes with Indian Airlines like Hub & Spoke operations, frequent flier progi-amme, computerised reserva-system for enhancing service to the Indian air passengers.

Ajr Services between Calcutta and Kailashar

SHRI VISHNU KANT SHAS-TRT: Will the Minister of CIVIL .AVIATION AND TOURISM be pleased to etate:

(a) whether it is a fact that Indian Airlines have discontinued its services from Kailshar (North T'ipura) to Calcutta via Khowai and Kamalpur despite heavy rush of passengers;

Cb) if so, the reasons therefor and what alternative arrangements are made to resume air services between Calcutta and Kailashar;

(c) whether Government have considered to handover this route to a private operator, if so, the details thereof; und

(d) whether the State Government is competent to approach a private Air Taxi Operator and grant this air route o them, if not, the reasons therefor?

THE MINISTER OF CIVIL AVIA--TION AND TOURISM (SHRI GHU-LAM NABI AZAD): (a) Indian Airlines discontinued its services to Kailashar, Khowai and Kamalpur from early 1974.

(b) With the phasing out of DC-3 (Dakota) in early 1974. the services !0 Kailashar, Khowai and Kamalpur were discontinued, Kailashar uirpori itaMe for operation of any aircraft in the fleet of Indian Airlines

(.cj and (dj Any operator whether i anient or private can operate to any station open for scheduled tions.

Air services between Calcutta ad Dibrugarh

315. SHRI VISHNU KANT SHASTRI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that Indian Airlines and Vayudoot which were operating air services from Calcutta to Bibrugarh and back touching at Guwahati, Tezpur, Jorhat have ince been discontinued;

(b) the reasons for disconti: mnce of these air services; and

(c) what other alternative anange-ments have been made or arc being made to link Calcutta and Dibrugarh via Guwahati, Tezpur and Jorhet by air for the convenience •_ the people?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Yes, Sir.

(b) Due to phasing out of F 27 aircraft and due to commercial and operational reasons, Indian Airlines and Vayudoot Limited respectively withdrew this service.

(c) At present, IA is operating services on the routes Calcutta—Dibrugarh (four pmee weekly), Calcutta— Guwahati - Dibrugarh . twice weekly), and Calcutta - Tezpur -Jorhat—Calcutta (thrice weekly) Indian Airlines and Vayudoot have no plans at present to connect Tezpur and Jorhat to Dibruaarh.